



VILLE DE DEUX-MONTAGNES

URBAN DEVELOPMENT VISION 2020-2030

AN **EVOLUTIONARY** AND **DYNAMIC** PROCESS THAT IS ESTABLISHED AND MODIFIED OVER TIME TO TAKE INTO ACCOUNT A VARIETY OF EVOLVING FACTORS.



RÉSEAU EXPRESS MÉTROPOLITAIN

The arrival of the REM in Deux-Montagnes: foundation for urban regeneration.



SUSTAINABLE DEVELOPMENT

Management of flood-prone areas and densification in certain areas to curb urban sprawl.



QUALITY LIVING ENVIRONMENT

Maintaining the distinctive character of the city and even improving the quality of life.

Urban development : Vision 2020-2030

Any vision for the successful development of a city is generally based on an evolutionary and dynamic process that is established and modified over time to take into account a variety of evolving factors. To this end, the City of Deux-Montagnes is committed to periodically reviewing its urban planning tools.

In these pages, get an overview of the thinking behind the 2020–2030 development plan. Various documents detail this vision: [the urban plan](#), [the specific urban plan](#) [PPU], [the site planning and architectural integration plan](#) [PIIA], [the Metropolitan Land Use and Development Plan](#) [PMAD], [the RCM development plan](#), and [the tree policy](#).

Deux-Montagnes soon to be a **Centennial City**

When the City of Deux-Montagnes was founded in 1921, the first new developments were mainly vacation homes. Its transformation into a suburban city began a few decades later. The allure of the Lake of Two Mountains and the train were two major factors in the city's growth.



Urban planning in the 1990s

When the urban plan was drawn up in the 1990s, it was decided to drop the idea of establishing an industrial park in the city proper. Today, some thirty years later, it would be risky indeed to base any redevelopment on trying to attract industries given the lack of adequate space and the difficulty of incorporating industrial operations into the current urban fabric. The downside in making a choice so perfectly compatible with residential living is that it puts a limit on municipal tax revenues.

The development of the commercial sector is, for its part, hampered not only by intense competition from numerous businesses in neighbouring cities, but also by the extremely limited legislative capacity cities have for intervening directly in supporting local businesses.

To complicate matters, the city's six-square-kilometre territory is almost completely built up and space for any possible new development is minimal.

A renewed vision for development

In light of the above, the City of Deux-Montagnes decided on adopting a new vision for its urban plan.

This new vision includes ambitious, yet realistic, goals for the redevelopment of Deux-Montagnes. The goals are linked both to the completion of the Réseau express métropolitain (REM) light rapid transit system and The Communauté métropolitaine de Montréal (CMM) development guidelines.

The REM is the largest public transit project in Quebec in over 50 years. Construction began in Deux-Montagnes in 2020 and is expected to be completed in 2023.

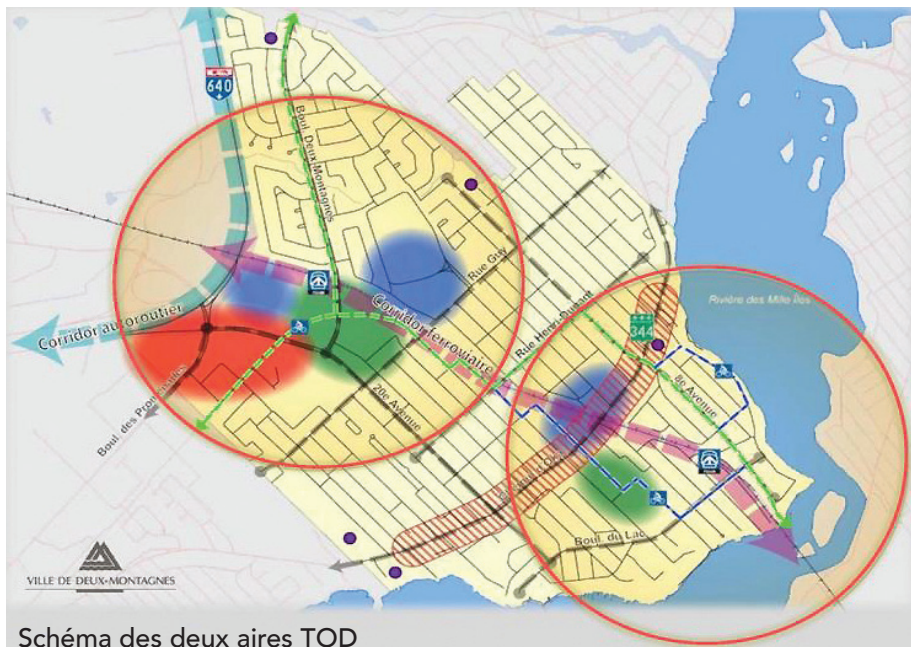
The REM will not only significantly reduce greenhouse gas emissions but also the surging costs related to traffic congestion. The trip from Deux-Montagnes to downtown Montreal will take about 30 minutes and with much greater frequency as well.

The two future REM stations located in Deux-Montagnes will provide unprecedented opportunities for development and, for this reason, the city will be focusing on the REM as the foundation for future urban regeneration.



Urban regeneration based on sound principles of sustainable development

The REM public transit project is perfectly in line with the CMM Metropolitan Land Use and Development Plan (PMAD). The program sets down, among other things, land use planning guidelines for the 82 municipalities within the Montreal Metropolitan Community. In particular, the plan anticipates considerable urban densification around TOD (transit-oriented development) areas.



The urban densification concept is designed to allow more people to live comfortably in the same urban space. The neighbourhoods around the Grand-Moulin and the Deux-Montagnes train stations are designated as TOD areas. The areas must be redeveloped to reach a target (set by the CMM) of 60 households per hectare to encourage an increase in the number of people living near the REM.

One of the challenges is to stay within the urban planning principles and regulations enacted by higher levels of government (Quebec and the CMM) while preserving the natural attractions of living in Deux-Montagnes. The task at hand is to harmoniously blend in the city's many existing advantages with the latest technology and sustainable development best practices.

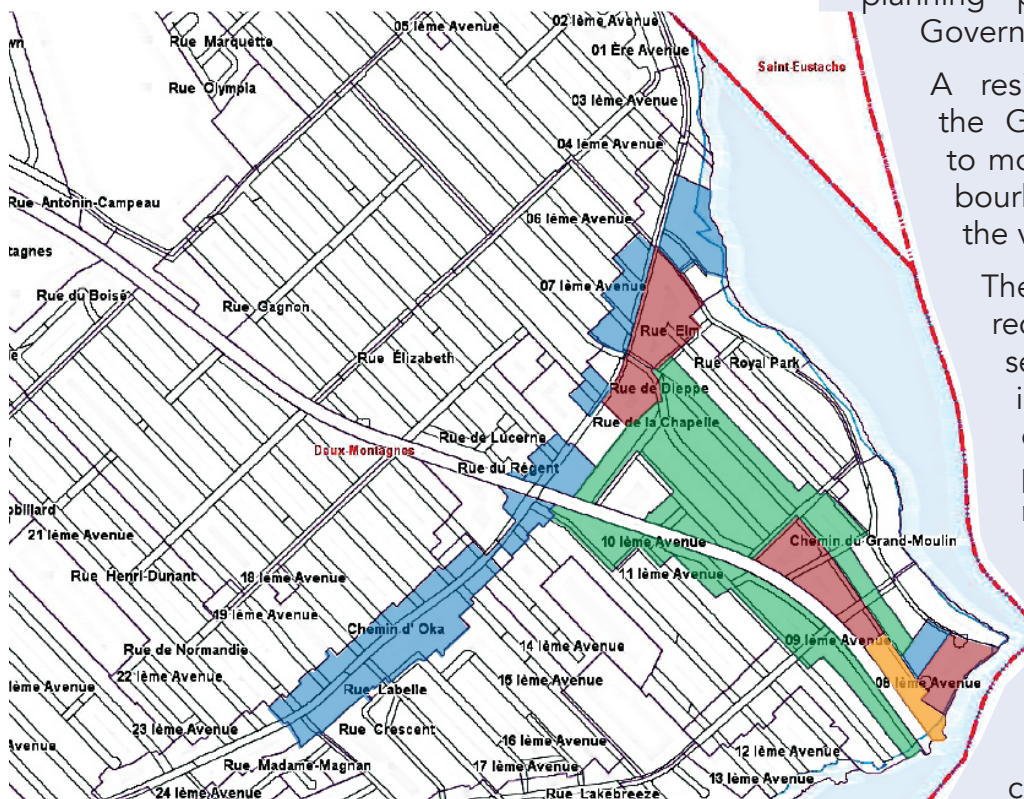
Of course, a number of our city's distinctive characteristics will always be preserved and some even enhanced, including access to the waterfront, bicycle paths, and green spaces. The Deux-Montagnes redevelopment plan must, above all, maintain, or ideally, improve quality of life for everyone living here.

The REM is sure to attract new residents to the higher-density housing near the train stations. These new arrivals are also certain to appreciate the good life in Deux-Montagnes and will contribute in a big way to the city's economic development by breathing new life into local businesses. The principles of TOD development will promote mixed-use buildings, population densities better adapted to what the environment has to offer, diversified quality architecture, and a built environment that encourages healthy social interaction.

Numerous studies and consultations

Over the past few years, discussions have taken place with experts, including urban planners and hydrologists, and with residents and groups interested in the development of Deux-Montagnes. Input came from various spheres and sectors, such as community groups, retailers, and developers, as well as elected officials and civil servants. This new vision for development is therefore based on a number of studies and extensive consultations.

This all led to the revision of two specific urban planning programs (PPUs), the zoning by-law, and the urban plan. When the Deux-Montagnes RCM adopts its new development plan, the City of Deux-Montagnes urban planning by-laws will be revised accordingly. The new regulatory provisions establish higher-densification zones in the immediate vicinity of the two train stations and on certain major thoroughfares, including Chemin d'Oka, Boulevard Deux-Montagnes, and Boulevard des Promenades.



Higher-densification zones - August 2020 - Ville de Deux-Montagnes

Legend : ■ 4 storey buildings ■ 5 storey buildings ■ 6 storey buildings ■ 8 storey buildings

Consultations with residents

Resident consultations helped establish a number of principles to be integrated into the new regulations. These include ensuring the harmonization of new structures, preserving and adding green spaces, better architectural integration of new buildings (following the site planning and architectural integration program[PIIA]), providing more public access to the waterfront, etc.

While participants in the various consultations understood that densification in a TOD area is in line with the principles of sustainable development as dictated at higher levels of government, they did express a clear preference for densification structures (4 to 8 floors) to be built in the immediate vicinity of the two train stations and on connecting thoroughfares such as Chemin d'Oka and 8^e Avenue. This would make it possible to preserve the less dense character of neighbourhoods further away from train stations while still respecting the urban planning parameters established by the Government of Quebec and the CMM.

A resident ad hoc committee from the Grand-Moulin sector was created to monitor developments in the neighbourhood and provide suggestions on the vision.

The CMM's new densification requirements for the Grand-Moulin sector present an opportunity to improve the built living environment, especially with regards to bicycle/pedestrian movement through the redeveloped roadways, expanded public spaces, new facilities, and other measures.

Deux-Montagnes will make the most of this redevelopment opportunity by creating a new, even more user-friendly downtown core, and also by attracting new businesses to ensure a more comprehensive range of local services.

Managing flood zones

The City of Deux-Montagnes also intends to take the management of flood-prone areas into account in its vision 2020–2030 development plan.

The city was able to protect the territory in its jurisdiction from flooding by putting up a temporary dike in 2019. A permanent dike was built in 2020.

To make the area even more resilient to flooding, Deux-Montagnes will install retention basins under Parc Central, to retain rainwater during flood periods, as well as various overflow control systems.

New protective structures will qualify an entire sector of the city to be designated as a protected area on CMM maps.

Future construction in the sector will be subject to new, more specific standards.



Founding principles of the new vision of development

The new development vision respects CMM parameters, the principles of sustainable development, and incorporates suggestions from residents. The 2020–2030 vision of development includes:

- Balancing densification objectives with suburban life
- Concentrating densification in areas close to the two train stations
- Revitalizing Chemin d'Oka
- Rethinking how the areas around the new train stations will be used
- Creating a dynamic, quality living environment that meets community needs and expectations
- Promoting public and individual transportation
- Improving green spaces, the tree canopy, and access to the waterfront
- Ensuring resilient and well-protected flood-prone areas
- Encouraging diversified site development and architectural integration of new construction

The new development vision will help curb urban sprawl while adhering to the principles of sustainable development. It will also allow Deux-Montagnes to align its urban planning tools with government orientations and meet the requirements of the CMM Metropolitan Land Use Development Plan (PMAD).

There are various criteria governing the management of these focus points and structural guidelines. Before any project gets underway in the TOD areas, developers will have to meet these requirements, including zoning by-laws.

Windows of opportunity

Two windows of opportunity are opening up and will have a major impact on urban redevelopment in certain sectors of Deux-Montagnes: the arrival of the REM and the protection of the flood-prone areas. Land reclamation on this scale will also have a healthy impact on the city's financial situation. It will allow us to reinvest in, among other things, municipal services and infrastructure and could be a big help in maintaining or even lowering the tax rate.

Reasons like these are why the addition of new housing units, and more local retail locations and offices is the preferred option for Deux-Montagnes, all things considered. Because when land available for construction is in such short supply, innovative solutions are a must.

Deux-Montagnes municipal officials are solidly committed to defining and managing redevelopment using proven urban planning tools (including PIIA, PPU, and PPCMOI). Following this regulatory framework is all the more essential since major projects are already beginning to be developed in Deux-Montagnes. All new projects must be in line with the overall vision established by the various authorities and stakeholders.

We expect a surge in the number of people deciding to call Deux-Montagnes home thanks to the new residential possibilities on the horizon. This increase in population will allow us to offer an even more comprehensive menu of municipal services and business opportunities.

According to Mayor Denis Martin, *"The 2020–2030 development outlook for the City of Deux-Montagnes is encouraging indeed. The various components of the vision will provide impressive benefits for current and future residents alike."*

